BookletChart™

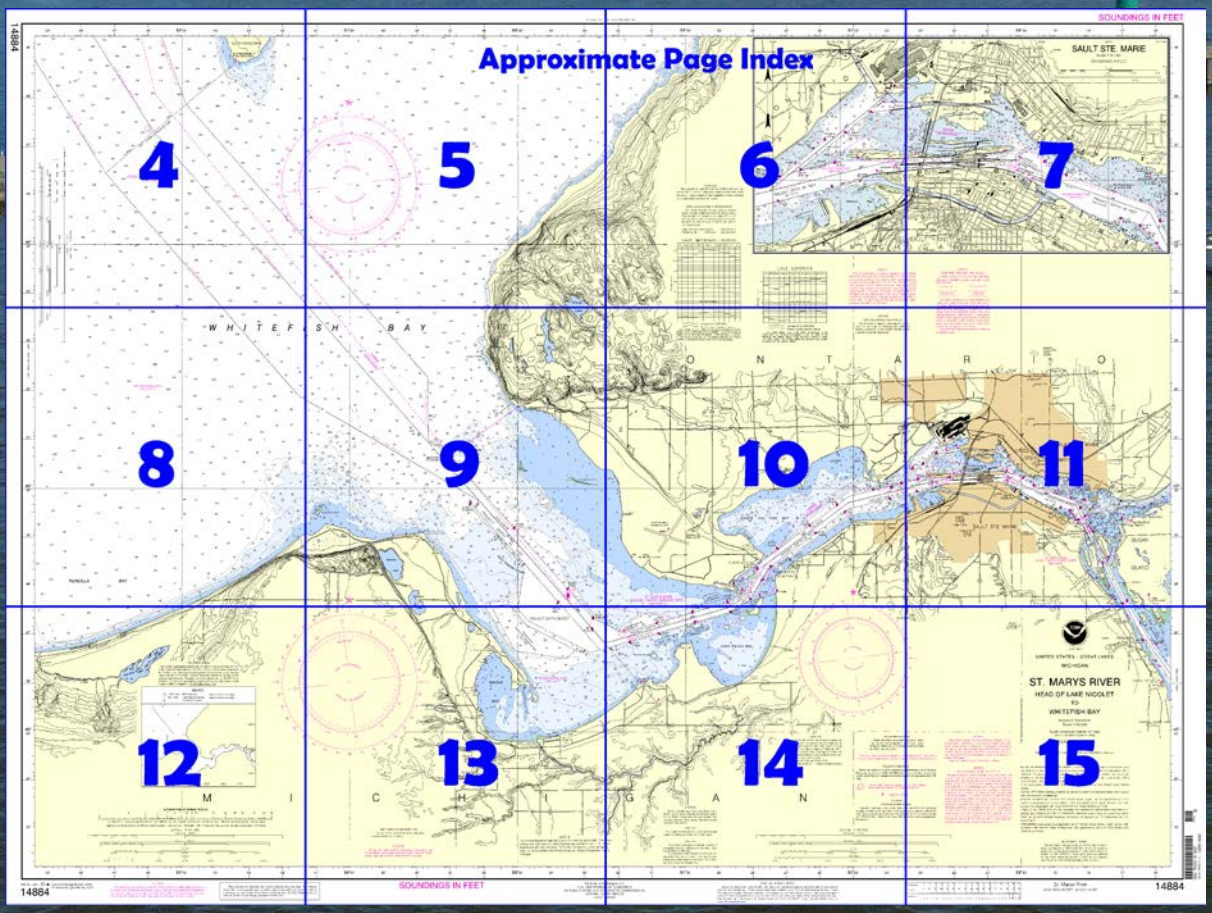
St. Marys River – Head of Lake Nicolet to Whitefish Bay

NOAA Chart 14884

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14884

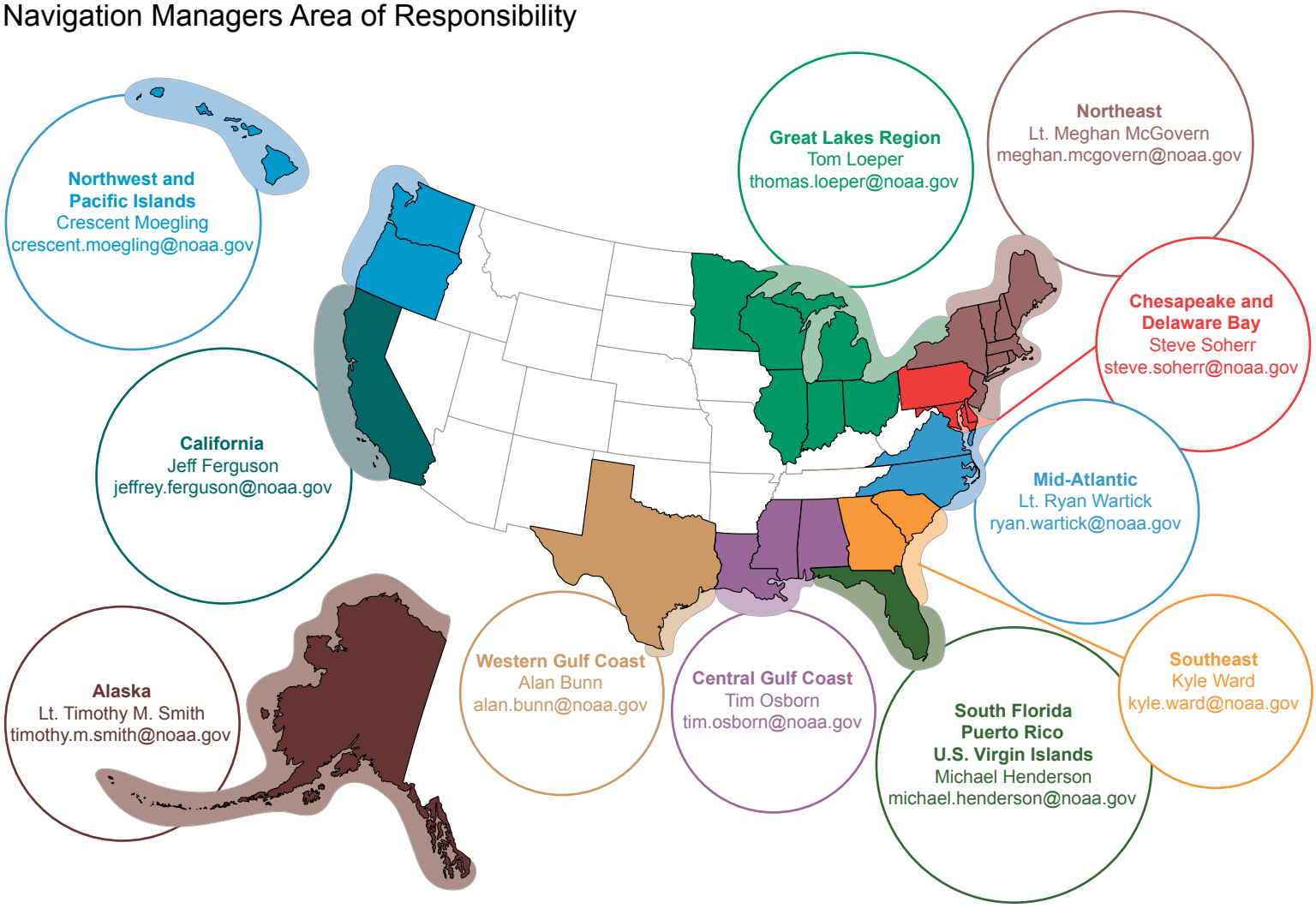
(Selected Excerpts from Coast Pilot)
St. Marys River forms the outlet of Lake Superior, connecting it with Lake Huron. From **Whitefish Bay** at the southeast corner of Lake Superior, the river flows in a general southeast direction to empty into Lake Huron at Point De Tour, a distance of 63 to 75 miles depending on the route traveled. The river is bounded on the west side for its entire length by the east end of the upper peninsula of Michigan and on the east side by the Ontario mainland in the upper part and **Drummond Island, MI** and **St. Joseph Island, ON** in the lower part.

Canadian Waters.–The **International Boundary** enters the St. Marys River near the south tip of St. Joseph Island. As one proceeds upstream in the river the Boundary enters Course 9 of the dredged channel east of Neebish Island, MI. The Boundary is approximately on centerline of the channel through Course 8 and 7 to the vicinity of the lower end of Sugar Island, MI. There, the Boundary departs from the ships channel, and skirting the east shore of Sugar Island enters Lake George. The Boundary skirts the north shore of Sugar Island and re-enters the ships channel in Course 1. The Boundary lies in St. Marys Falls with the American Locks to the S and the Canadian Locks to the north. Thence the Boundary lays roughly centerline between the land masses of Michigan and Ontario until it reaches Whitefish Bay of Lake Superior.
De Tour Passage, at the mouth of the river, extends north from Lake Huron. The west side of the passage extends from **Point De Tour** to **Gaffney Point,** 4 miles north, and the east side extends from **Barbed Point**to **Black Rock Point,** 3 miles north.
Neebish Island, about 8 miles long and 4 miles wide, is in midriver opposite the north end of St. Joseph Island. Narrow channels lead around either side of the island. **Sugar Island,** just north of Neebish Island, is about 15 miles long north and south and has a maximum width of about 8 miles at the north end. **Lake George** separates the east side of the island from the Ontario mainland, and **Lake Nicolet,** through which flows the main channel of the river, is west of the island. A narrow channel leads from the north end of Lake George around the north end of Sugar Island and joins with the channel that leads North from Lake Nicolet.
Each year the St. Marys River rises and falls about 1 foot as measured by the monthly mean levels. Since 1900, the difference between the highest and the lowest monthly mean levels above the locks has been about 4 feet and below the locks about 6 feet. From day to day, the level fluctuates somewhat due to changes of wind and barometric pressure; such fluctuations frequently amount to several inches and sometimes to 1 foot or more. In addition to these changes in level, barometric pressure changes occasionally cause a considerable oscillation to take place within a short period; such changes amounting to over 5 feet have been known to occur within 3 hours. As much of the present sailing route in the St. Marys River has been made navigable by dredging, the changes in level have a direct effect on the available depth.
Currents.–As the speed limits established for the St. Marys River in **33 CFR 162.117(g),** chapter 2, refer to the speeds over the bottom, and as the currents in the river are variable, masters are cautioned to regulate the speed of their vessels by running on time from point to point instead of relying on the number of revolutions per minute of the propeller. (See Coast Pilot for details.)
Currents for the following locations in the St. Marys River are given at high water flow of 110,000 cubic feet per second (cfs), medium water flow of 76,000 cfs, and low water flow of 57,000 cfs, respectively.
Little Rapids cut (course 2): 2.2 mph (2.0 knots), 1.6 mph (1.4 knots), and 1.4 mph (1.2 knots).
Caution.–Downbound vessels approaching MacArthur and Poe Locks may encounter a northerly current, especially near the end of W center pier. Downbound vessels approaching Poe Lock should land downstream of the end of W center pier. (See Coast Pilot for additional discussion of the locks.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Navigation Managers Area of Responsibility

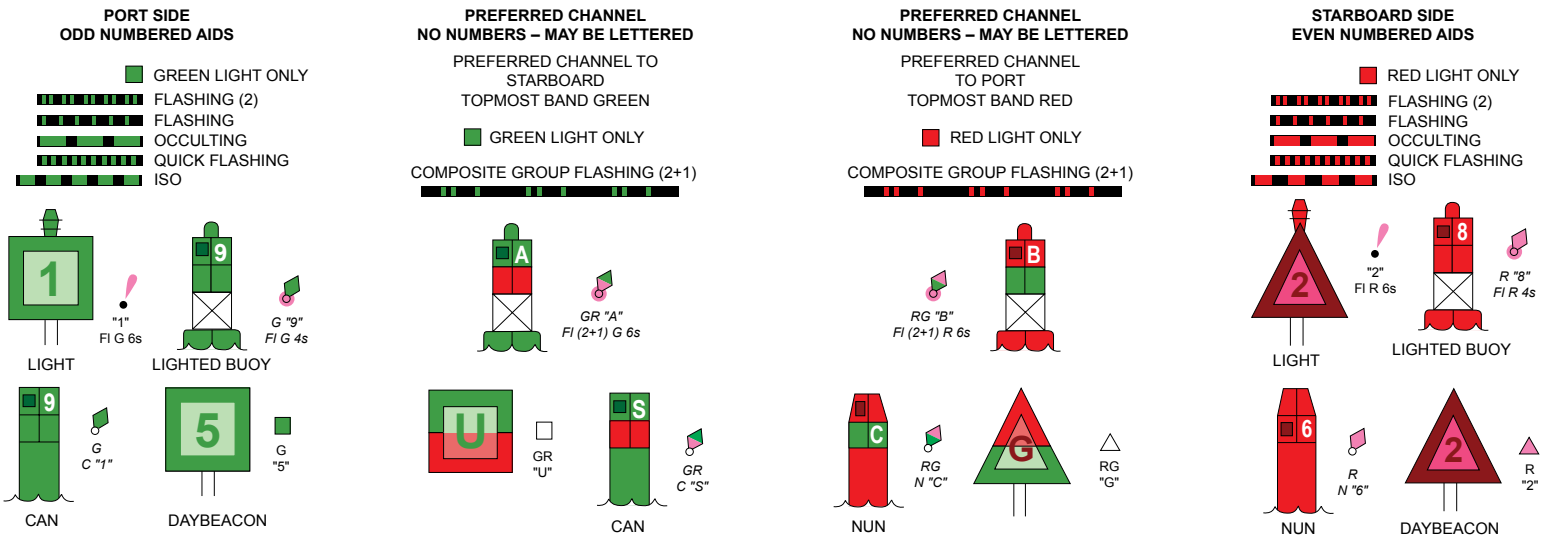


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

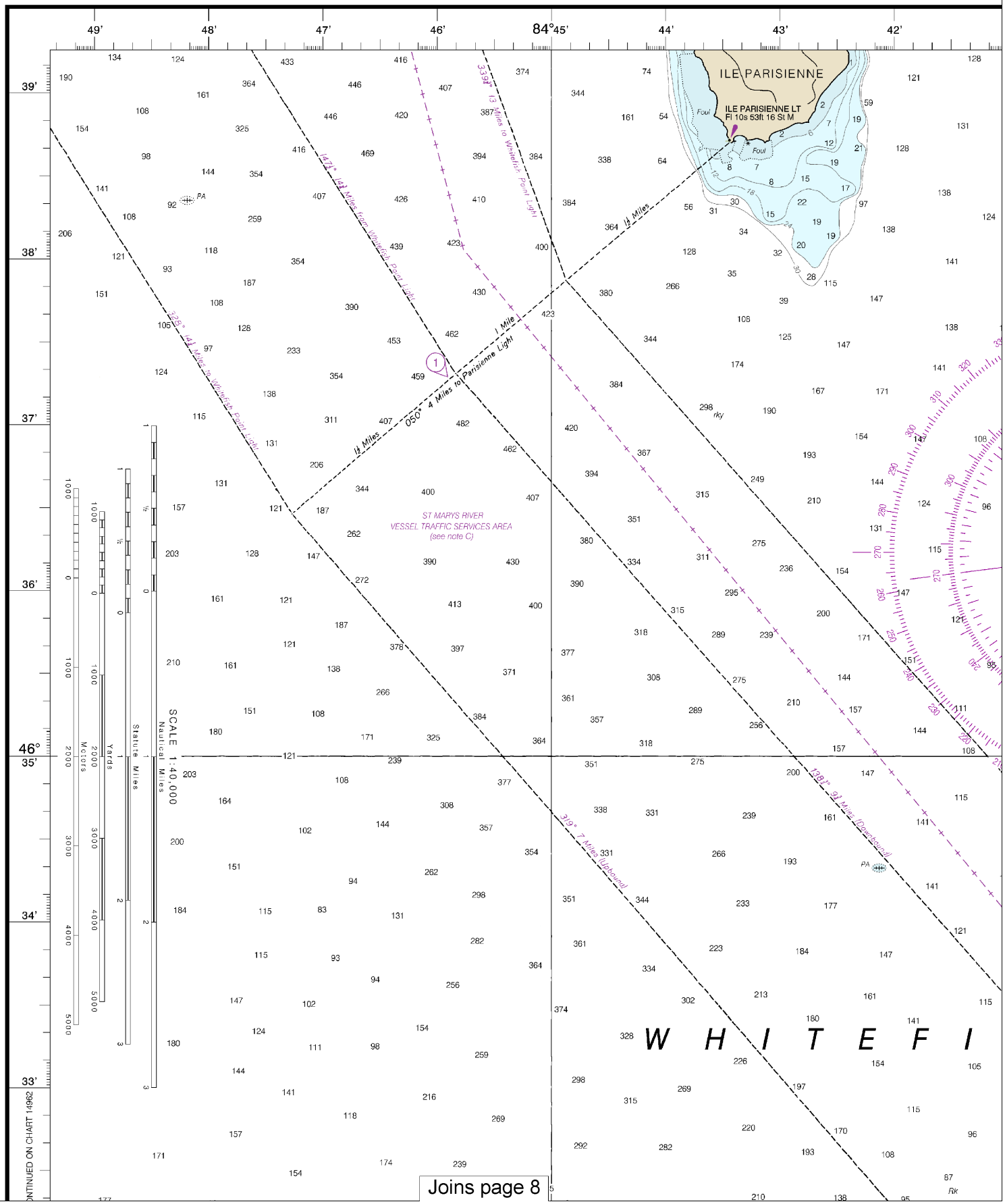
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*



4

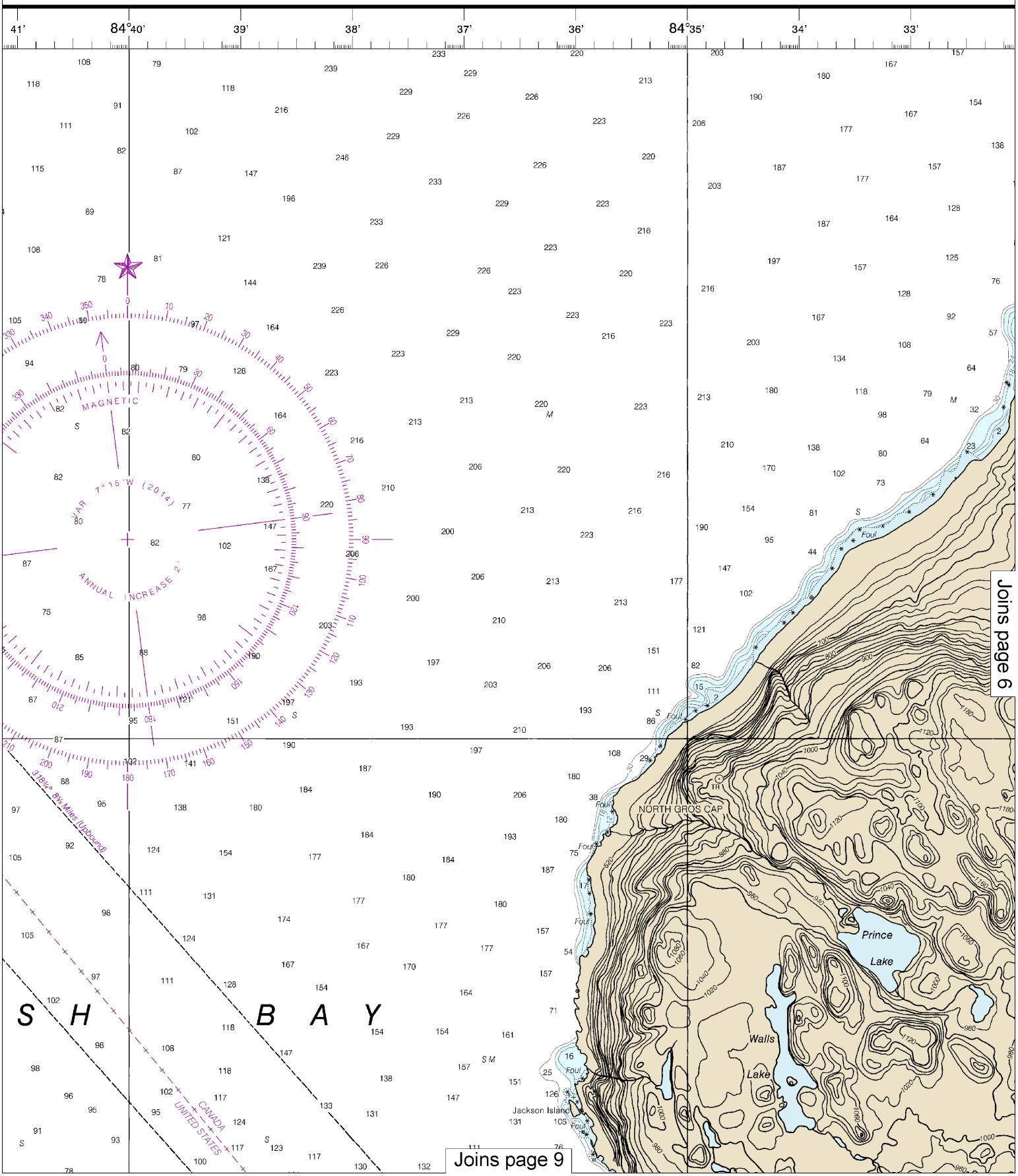
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:57142. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

33' 32' 31' 84°30' 29' 28' 27' 26' 84°25'

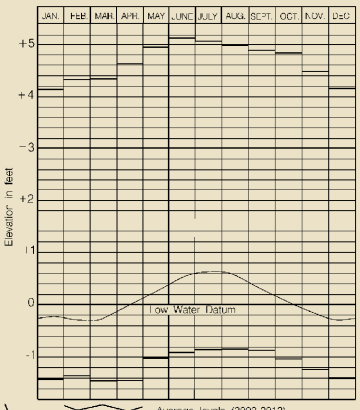
Joins page 5

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

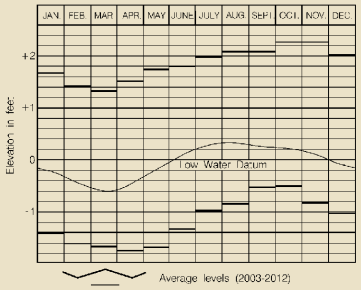
Sault Ste Marie, MI	KIG-74	162.550 MHz
Newberry, MI	WNG-576	162.450 MHz

LAKE MICHIGAN - HURON



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

LAKE SUPERIOR



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOT

The U.S. Coast Guard opera
Services (VTS) system in th
operating procedures and c
frequencies are published in
Pilot, and/or the VTS User's
consult these sources for ap
requirements. Although mar
limited to the navigable waters
vessels are encouraged or ma
of port entry, to report beyond
management within the VTS a

CAUT

BASCULE BRIDG

For bascule bridges
open to a full upright or ve
vertical clearance is not
charted horizontal clear

Joins page 10

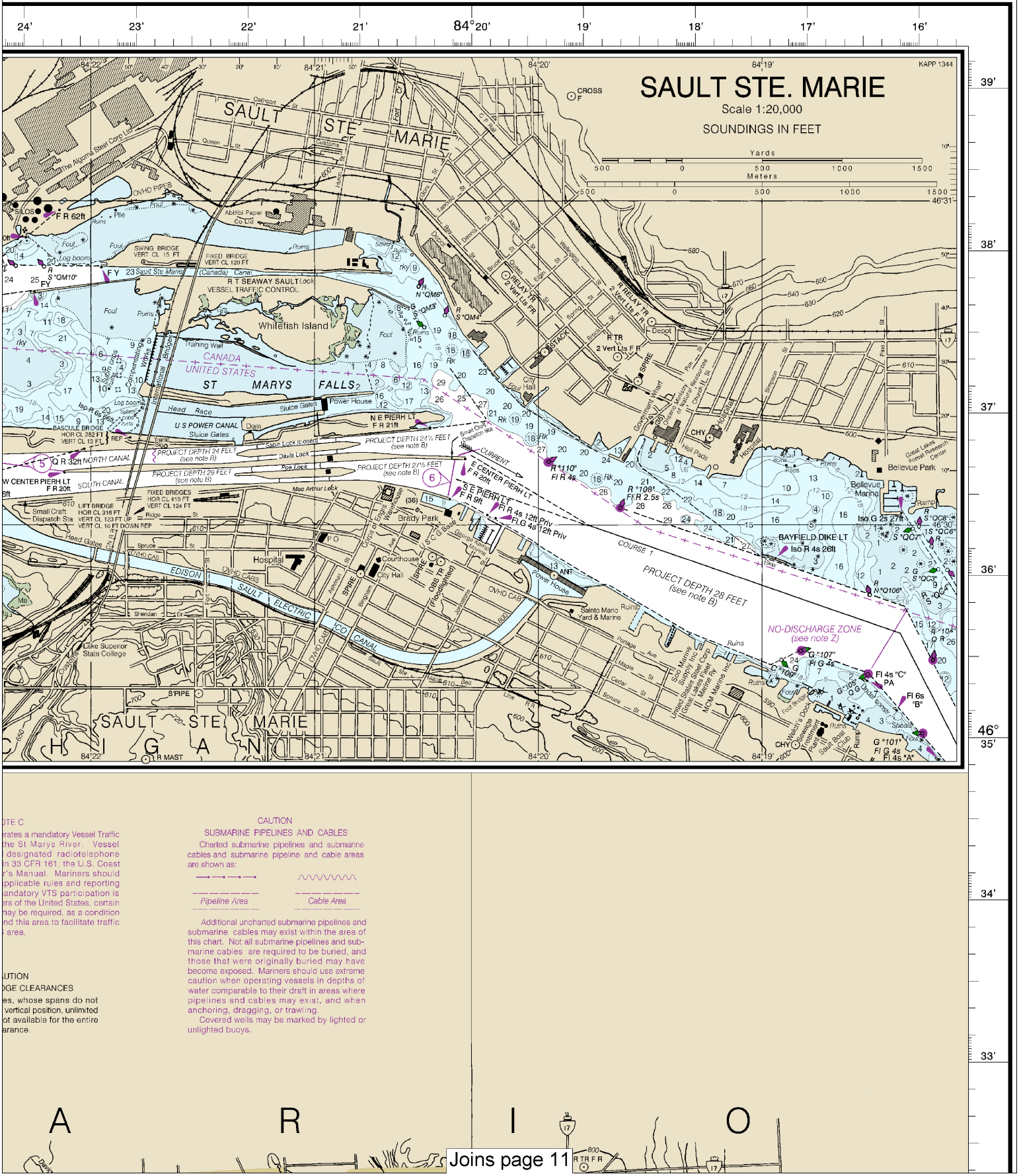
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



CAUTION

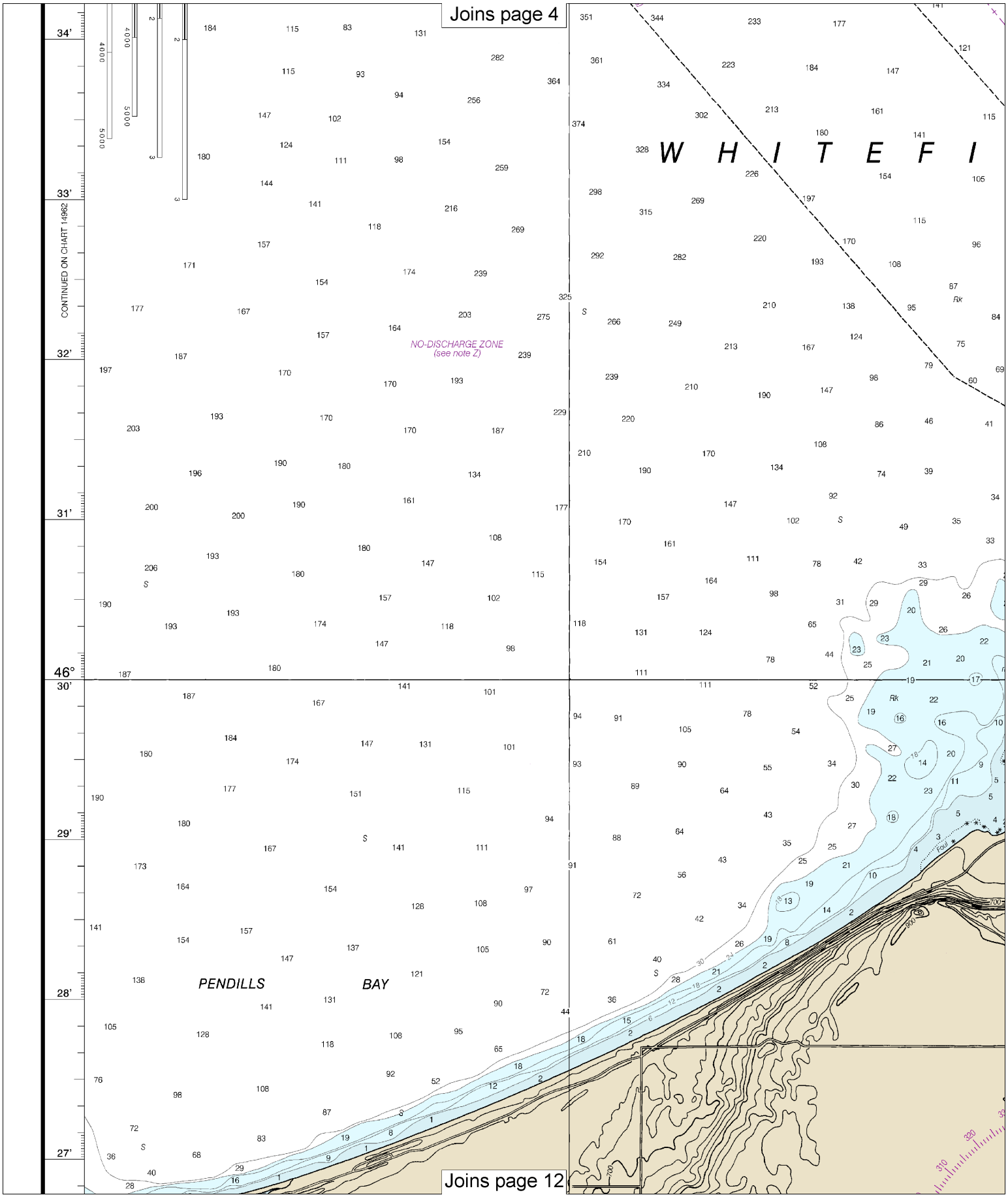
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

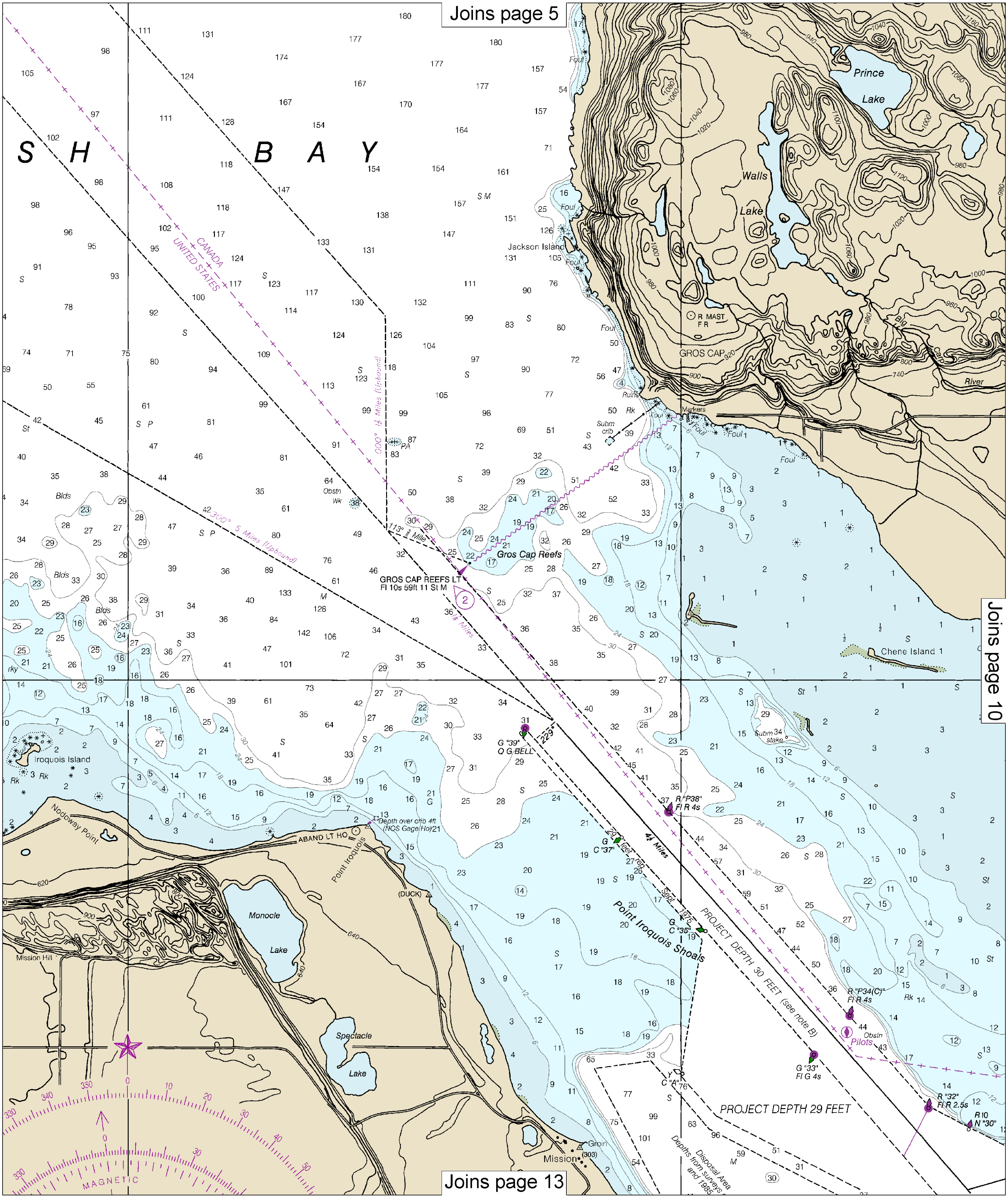
Nautical Miles

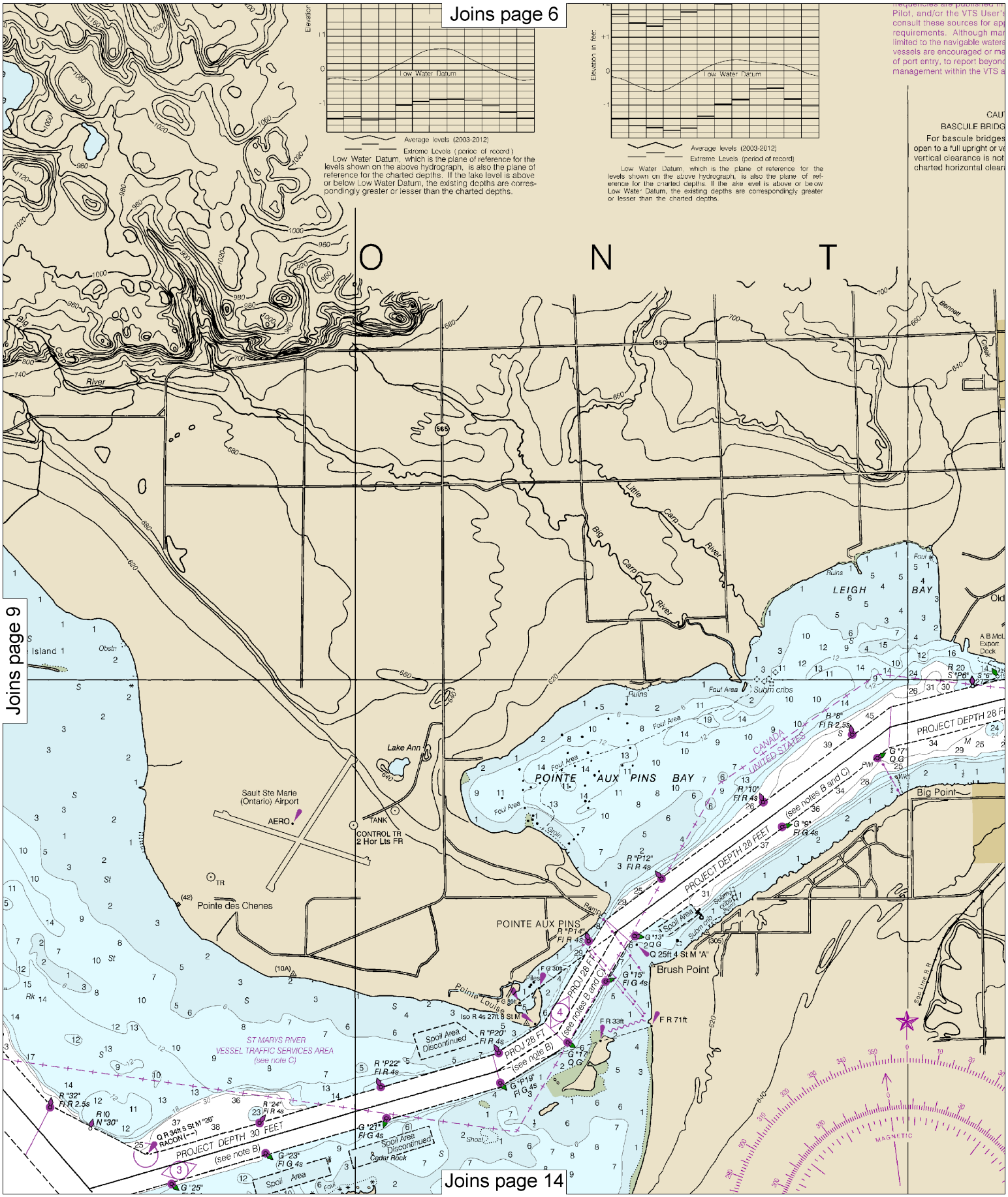
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
S H B A Y
CANADA
UNITED STATES
Prince Lake
Walls Lake
Jackson Island
GROS CAP
Big Carp River
R MAST F R
Markers
Ruins
Subm crib
Gros Cap Reefs
GROS CAP REEFS LT
Fl 10s 59ft 11 St M
300° 5 Miles (Upbound)
000° 1/2 Miles (Upbound)
Chene Island
Iroquois Island
Nodoway Point
ABAND LT HO
Point Iroquois
Depth over crib 4ft
(NOS Gage Ho)
(DUCK)
Monocle Lake
Mission Hill
Spectacle Lake
Mission
Groin
Point Iroquois Shoals
G "39" Q G BELL
R "P38" Fl R 4s
G C "37"
G C "35"
R "P34(C)" Fl R 4s
Pilots
G "33" Fl G 4s
R "32" Fl R 2.5s
R "30"
C "A"
PROJECT DEPTH 30 FEET (see note B)
PROJECT DEPTH 29 FEET
Disposal Area
Depths from surveys
MAGNETIC



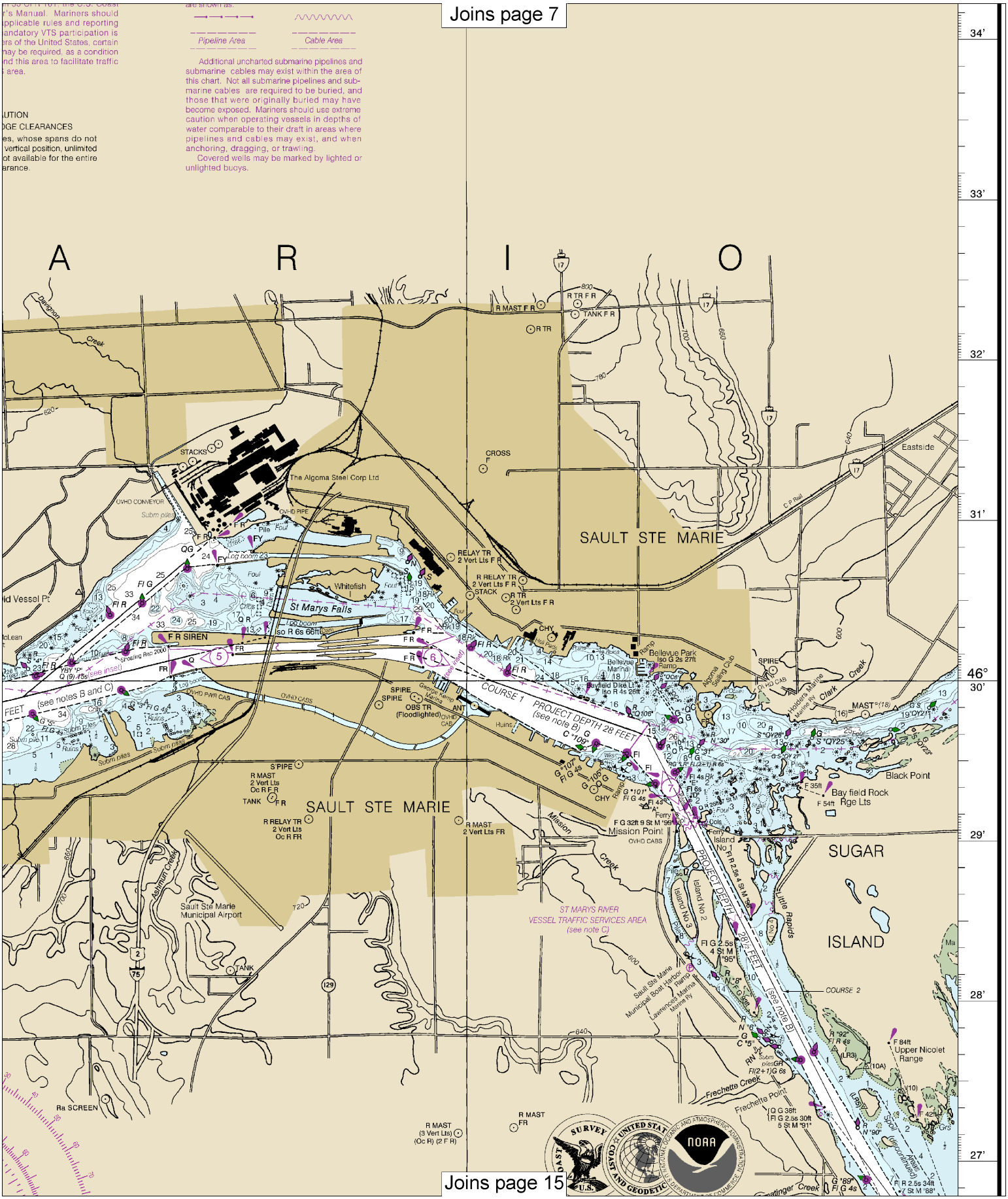
Note: Chart grid lines are aligned with true north.

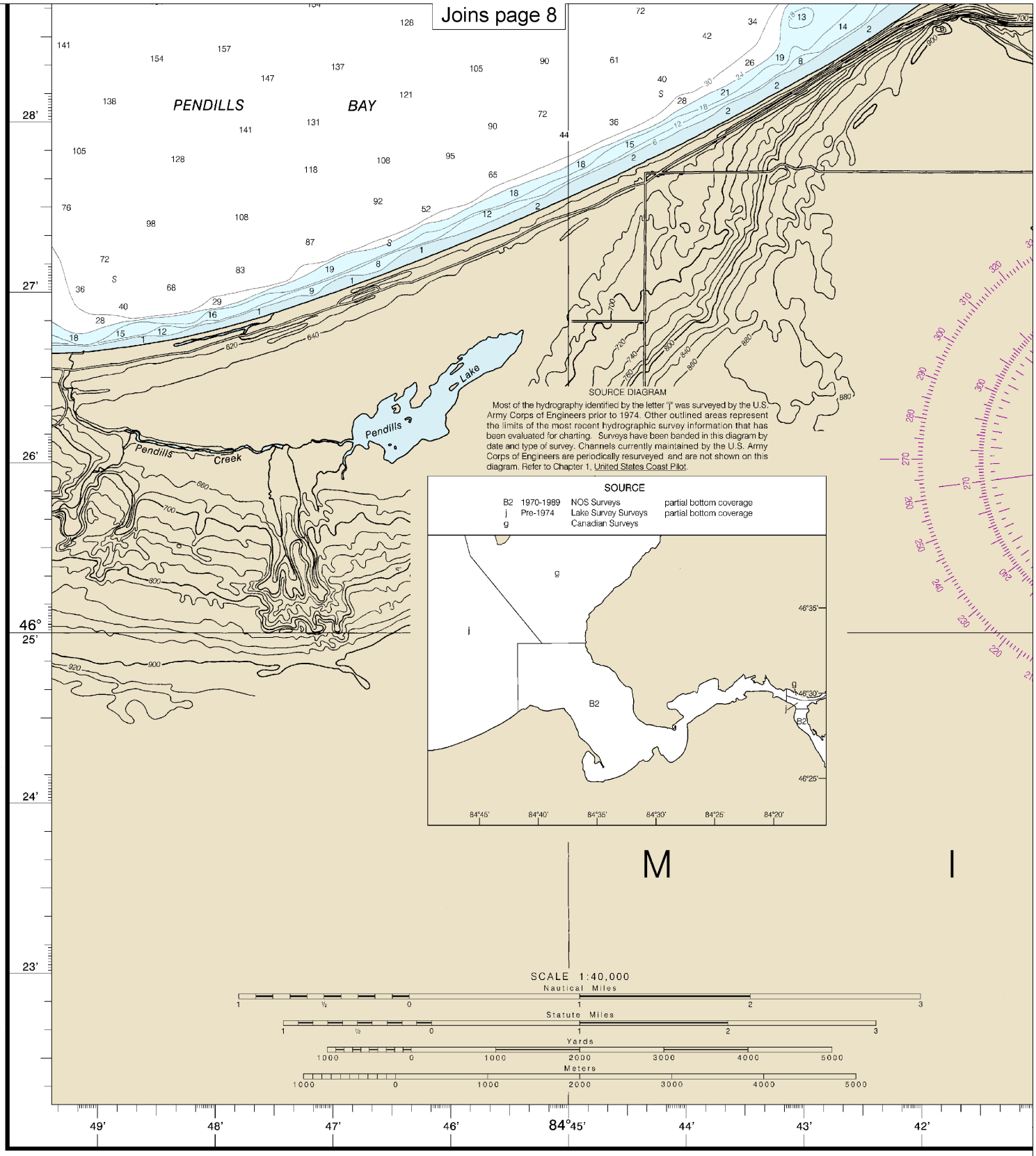
Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 7
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
A R I O
SAULT STE MARIE
SAULT STE MARIE
The Algoma Steel Corp Ltd
STACKS
CROSS
Eastside
RELAY TR
2 Vert Lts F R
R RELAY TR
2 Vert Lts F R
STACK
R TR
2 Vert Lts F R
R MAST F R
TANK F R
R TR
Whitefish
St Marys Falls
Log boom
F R SIREN
Bellevue Park
Iso G 2s 27ft
Bellevue Marina
Bayfield Dike Lt
Iso R 4s 26ft
Algoma Sailing Club
Holders Marine
Clark Creek
Black Point
Bay field Rock
Rge Lts
F 35ft
F 54ft
SUGAR
ISLAND
COURSE 1
PROJECT DEPTH 28 FEET
(see notes B and C)
COURSE 2
PROJECT DEPTH 28½ FEET
(see note B)
ST MARYS RIVER
VESSEL TRAFFIC SERVICES AREA
(see note C)
Mission Point
Island No 1
Island No 2
Island No 3
Little Rapids
Sault Ste Marie
Municipal Airport
Sault Ste Marie
Municipal Boat Harbor
Lawrences Marina
Marina Rd
Frechette Creek
Frechette Point
Upper Nicolet
Range
R MAST
2 Vert Lts
Oc R F R
TANK
R RELAY TR
2 Vert Lts
Oc R FR
R MAST
2 Vert Lts FR
R MAST
(3 Vert Lts)
(Oc R) (2 F R)
R MAST
FR
Ra SCREEN
OVHD CONVEYOR
OVHD PIPE
OVHD CABS
OVHD PWR CAS
OBS TR
(Floodlighted)
SPIRE
MAST
Joins page 15
NOAA
U.S. COAST AND GEODETIC SURVEY
34'
33'
32'
31'
46°
30'
29'
28'
27'



40th Ed., Jan. 2014
14884

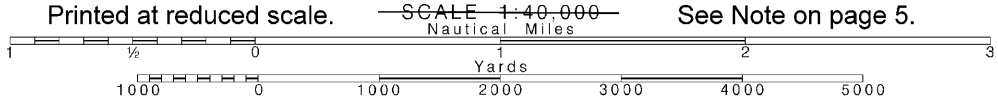
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

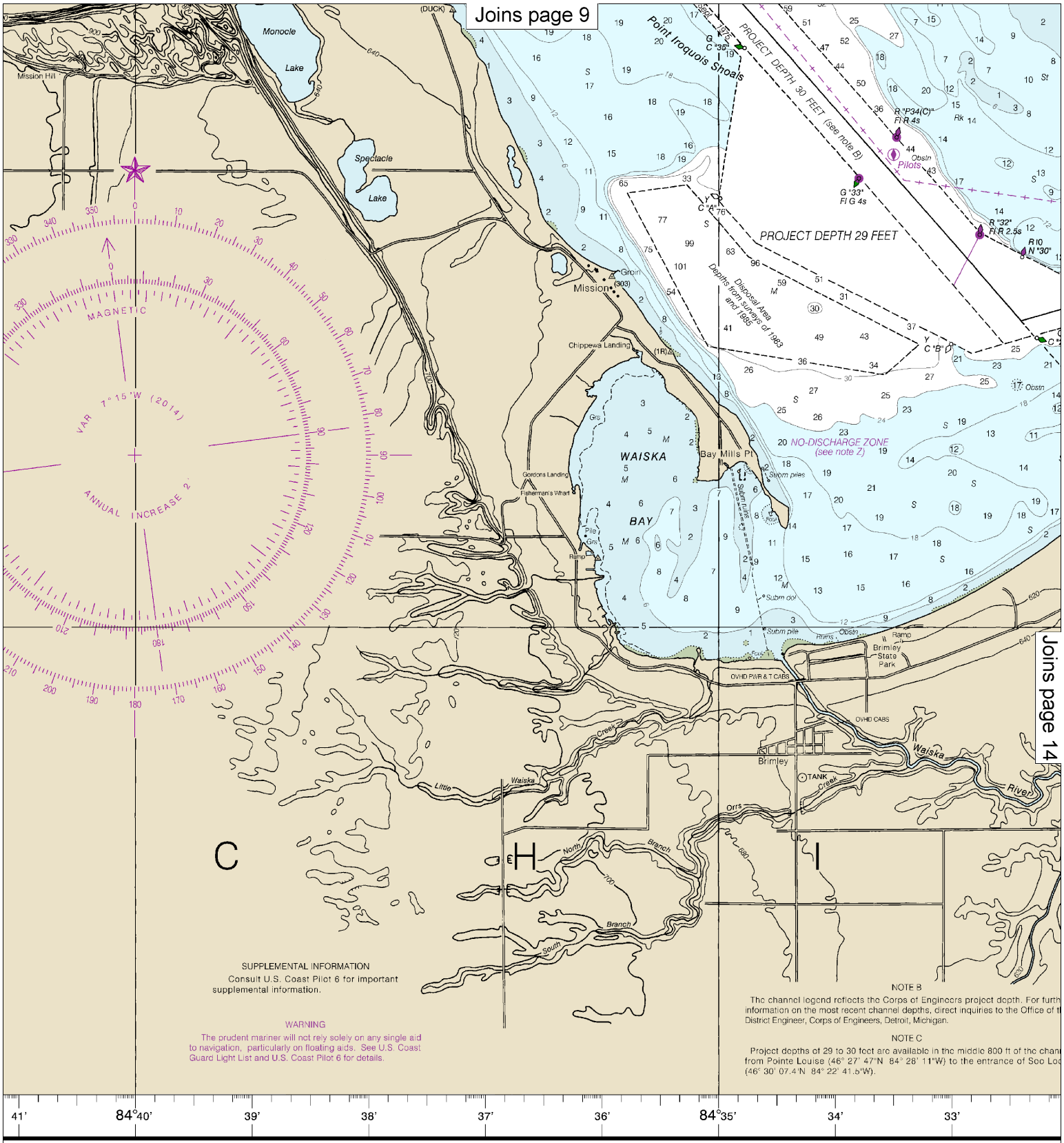
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Last Correction: 12/29/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

Note: Chart grid lines are aligned with true north.

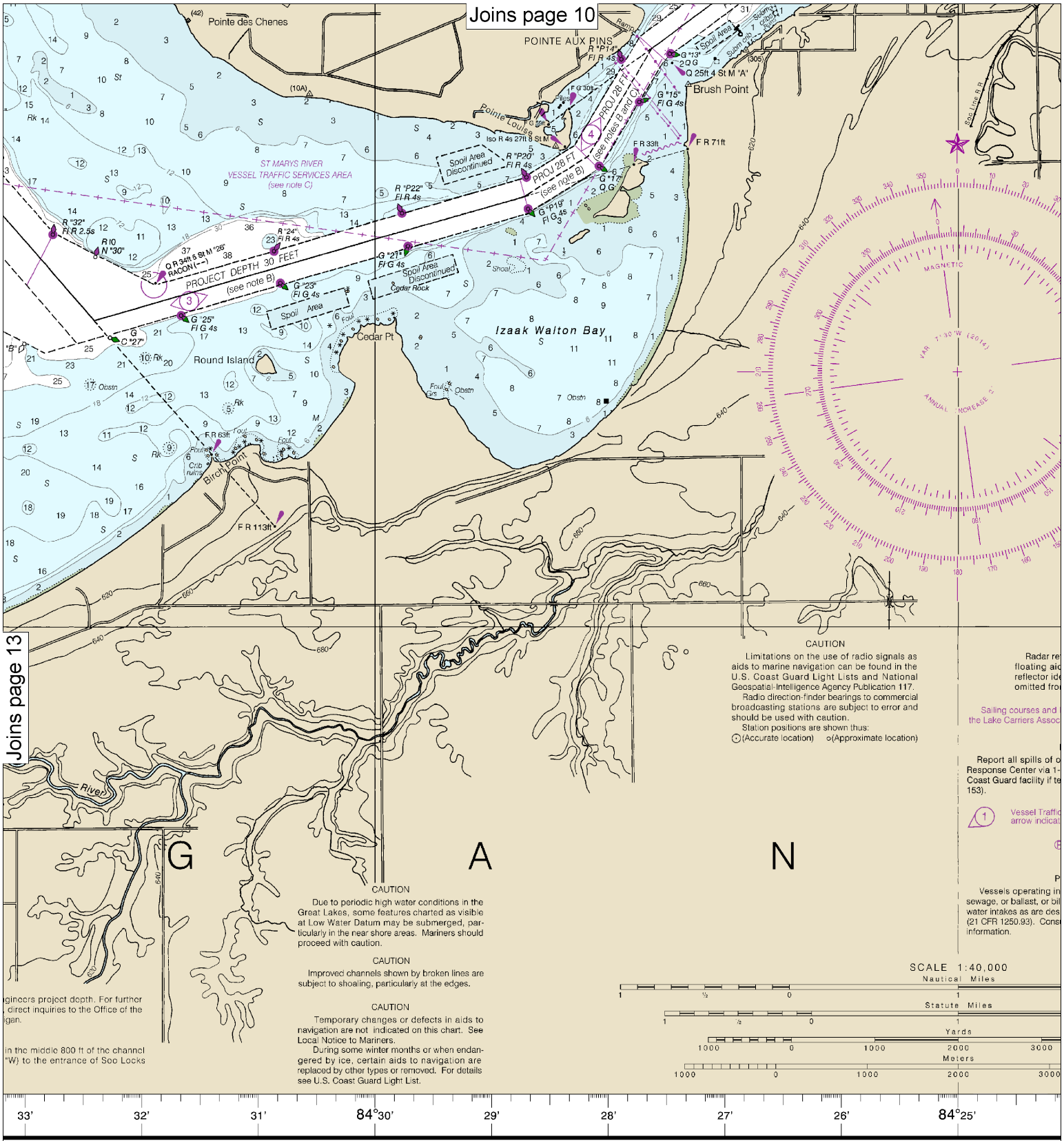
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.





SOUNDINGS IN FEET

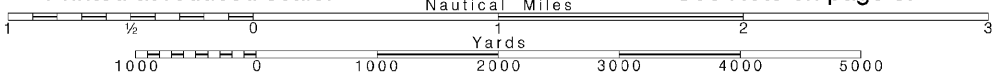
Published at Washingto
U.S. DEPARTMENT OF C
NATIONAL OCEANIC AND ATMOSPHE
NATIONAL OCEAN SE
COAST SURVEY



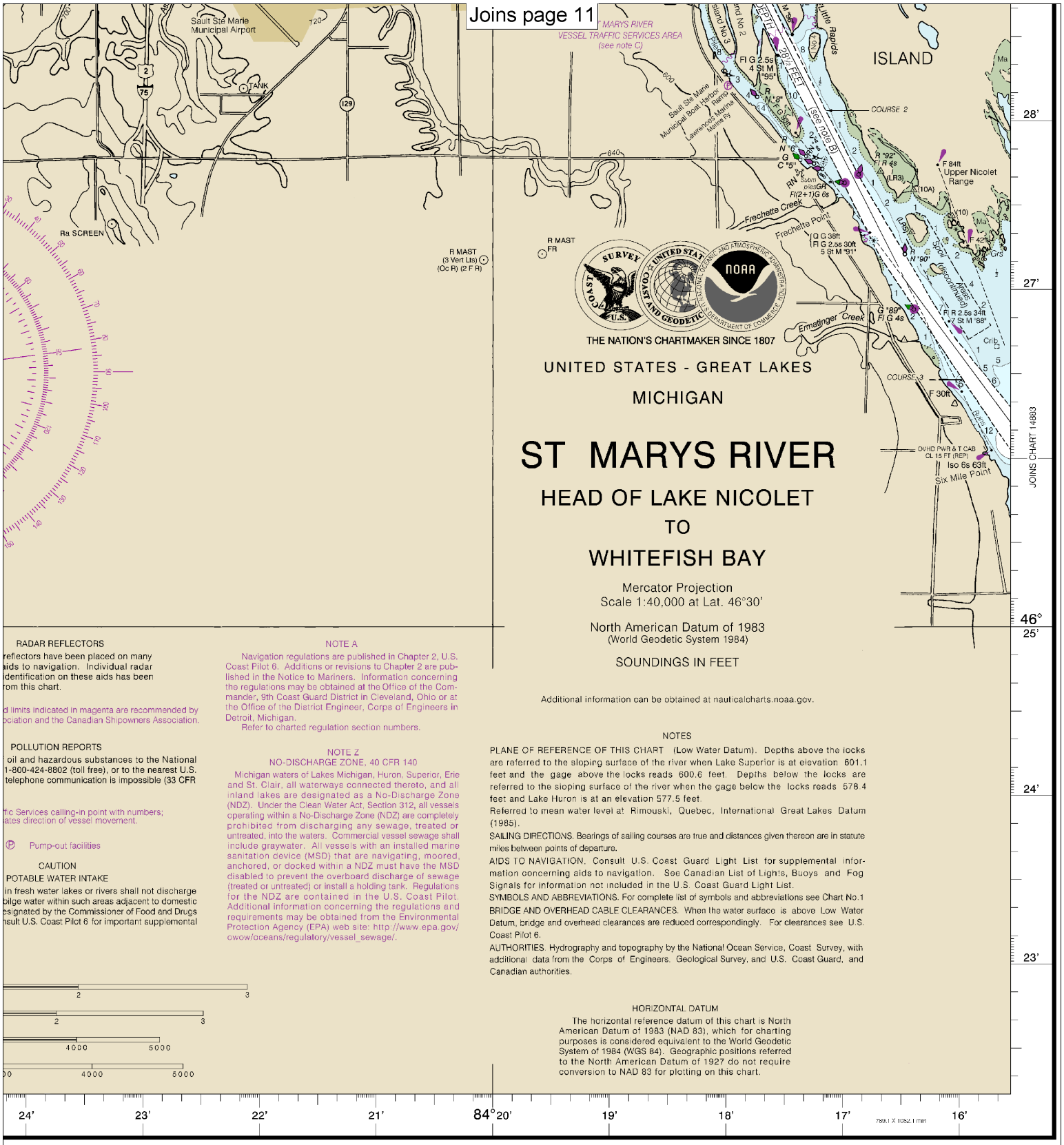
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~



See Note on page 5.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

MICHIGAN

ST MARYS RIVER

HEAD OF LAKE NICOLET TO WHITEFISH BAY

Mercator Projection
Scale 1:40,000 at Lat. 46°30'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

RADAR REFLECTORS

reflectors have been placed on many aids to navigation. Individual radar identification on these aids has been rom this chart.

d limits indicated in magenta are recommended by ociation and the Canadian Shipowners Association.

POLLUTION REPORTS

oil and hazardous substances to the National 1-800-424-8802 (toll free), or to the nearest U.S. telephone communication is impossible (33 CFR

fic Services calling-in point with numbers; ates direction of vessel movement.

Ⓟ Pump-out facilities

CAUTION

POTABLE WATER INTAKE

in fresh water lakes or rivers shall not discharge bilge water within such areas adjacent to domestic esignated by the Commissioner of Food and Drugs nsult U.S. Coast Pilot 6 for important supplemental

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths above the locks are referred to the sloping surface of the river when Lake Superior is at elevation 601.1 feet and the gage above the locks reads 600.6 feet. Depths below the locks are referred to the sloping surface of the river when the gage below the locks reads 578.4 feet and Lake Huron is at an elevation 577.5 feet.

Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No.1

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard, and Canadian authorities.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

789.1 X 1052.1 mm

FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

St. Marys River
SOUNDINGS IN FEET - SCALE 1:40,000

14884

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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